

For EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT,
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

No. 15,615. 第五十百六千五萬第一日七月初四年四十三精光 HONGKONG, WEDNESDAY, MAY 6TH, 1908. 三月 雜志六月五年八零九千一英港 PRICE, \$3 PER MONTH.

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AN EXQUISITE CIGAR
Of mild flavour and fine aroma, made from the
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GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
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SHEWAN, TOME & CO.,
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AUTOMATIC BROWNING
POCKET PISTOLS.
CALIBRE 7.65 mm.
WITH CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
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Hongkong, 6th March, 1907.

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CALIBRE 7.63 mm.
WITH CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
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BY Popular English Manufacturers. In
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SHOT. From No. 10 to SSSG. at 16.87 and
\$7.50 per 100 SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 26th October, 1908.

A LING & CO.
19, QUEEN'S ROAD CENTRAL
(Next to Messrs. KUHN & KOMO).

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Photographic Goods of every Description
in Stock.

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WEATTEN and WAINWRIGHT
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EASTMAN'S KODAKS and FILMS.
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UNDERTAKEN.
Hongkong, 4th March, 1907.

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TIME TABLE.

WEEK DATES.
08 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 3.50 p.m. Every 10 minutes.
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10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.00 Noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
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Can be had in the following qualities—

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the System.

530

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"CLAREMONT",
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Hongkong, 9th February, 1907 568

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Dining accommodation for 300 Persons

Well Furnished Reception Rooms

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Electric Lifts to each Floor.

Electric Lighting and Fans

Telephones on every Floor.

Every Comfort

Ladies' Afternoon Tea Rooms

Ladies' Cloak Rooms

Matron in attendance

CHARGES MODERATE, AND NO EXTRAS.

a28 A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted, Electric Fans (if
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Electric Passenger Elevator to each floor.

Table D'Hoté at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th July, 1905.

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Delightful after Shaving.

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PURE CARBOLIC
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5 Per cent. 10 Per cent. and 20 per cent.

For the Toilet and Bath.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY,
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Hongkong, 30th April, 1908.

the proper answer; but at Shanghai the rival merit of each has been upheld. The champion of assets demands, "If a company has a bad year and does not pay over four per cent, but has assets to double the value of the market value of the shares why should the shares drop?" The champion of dividends says that in such circumstances shares always do drop—that it is "the fundamental law." Therefore "the value of a share is determined by its dividend earning capacity." This gentleman obviously means the true value to the true investor, seeking a certain percentage of income from his capital, and as it is obvious that his future income depends not only upon the percentage of returns made by the enterprise chosen, but also on the security of his capital, he must consider both sets of data before investing. He will naturally be willing to pay a higher premium for a sound stock. It is, however, not so simple a question of what he is willing to do, but what he is able to do. Until his capital is invested, he has no income, or none more than a bank will give him in the shape of interest. When he enters the market as an investor, he is in the position of a man embarking in a boat. His notions of seamanship may be sound, his craft seaworthy, but no navigator may shut his eyes to the fortuitous perils of the seas. These, in our local Risalos, are represented by the numerous buyers to whom the dividend returns are a secondary concern. It is no use saying that rocks ought not to be there because the chart shows none, and sailing straight on. The breakers must be noted. This means that even if the percentage of returns is good and promises to be reasonably permanent, given fair play and ordinary conditions, the investor should look also to the character and habits of the management, of the directors. Are they speculators or gamblers? Is the stock a favorite with operators? Do its quotations fluctuate considerably? If so, let it alone. The amount of the dividend, the existence of a dividend at all, depends largely on the whim of the directors. Business may have been good, but they may go in for enlarging reserves or extending operations, or for any excuse to change the usual returns. If they are themselves operators, they will do that, or decide to do that, so as to affect the quotations in favour of their own operations and the ordinary shareholders are practically helpless. Says *The Godown*, a curiously interesting Shanghai publication, Let us assume that a widow with four and a half children had invested her entire fortune of Tls. 30,000 in these shares at a price of Tls. 220 three years ago. She depends for the living of herself and her fractional family on the dividend earning capacity of these shares, and they have given her a steady income for three years—about Tls. 20 a month. Then one day this esteemed widow, who is just as shrewd as most men, and who, besides, enjoys the advantage of being a member of the family, discovers that, although her "security" remains unimpaired, her income for the year, and for the year after next, and for the next year after that, will gradually undergo a process of pruning in the following ratio: 1907 Tls. 20 per month, 1907 Tls. 195 per month, 1908 Tls. 120 per month, 1909 Tls. 100 per month—all because her shares during 1908 and the following years will not earn enough money. Although her "security" is good enough, what do you think this shrewd widow will do? Remember, she is used to an income of 200 Taels a month, and that is all she has got. She will promptly sell her shares (especially if she can find any one foolish enough to pay her 220 taels for them) in spite of any valuable assets of the company, and she will invest her little capital in the shares of the Hongkong and Shanghai Bank or in the Land Investment Company or in some other gilt-edged stock which will give her a monthly income of 200 Taels. And a great many others, similarly situated, will do the same thing. Knowing this, a great many other clever people, who are not necessarily obliged to sell their holdings, take advantage of this knowledge and at once dispose of their shares, well knowing that the market will be flooded with shares, and that therefore the price must come down. When the market, for these reasons, has regulated the true price of the shares, (which is their dividend earning capacity) the clever operator may possibly buy back at their true value (Tls. 150) the very same share he sold a few months before at Tls. 220.

It is manifestly silly to value shares on the company's assets alone, for the chance is the shares must be cashed long before the assets are realized. The same authority estimates the value of four stocks on the basis of their assets, and gets these startling prices, truly *reductio ad absurdum*: Banks Tls. 42,317; Shanghai Lands, Tls. 502,10; Shanghai Gas, Tls. 311,50; and Municipal Debentures, Tls. 1,365,02. That is to burlesque the argument, however, and though it may betray a shortage in our sense of humour, we will repeat that the only way to find the real value of shares is to reckon the assets, the average dividend, the capacity of the management, the character and habits of the directors, the present state and prospects of the business, the veracity of the enacting broker, to allow for unforeseen contingencies, and then estimate. More explicitly, which should be taken most into calculation—the assets, reserves, &c., of the Company, or the dividends it has been paying? Both, though rather Irish, would seem to be

there were nine plagues cast yesterday, three fatal.

H.M.S. "Kent" capt. G. C. A. Marecaux, is leaving for Mir Bay to-day, and from there will proceed to the North on Friday, the 8th inst.

At the Marine Court yesterday the Harbour Master imposed a fine of \$10 on a boatwoman for allowing her cargo boat to be alongside the "Kaifeng" in such a manner as to prevent free access.

Four boatmen and two boatmen were each fined \$2 at the Marine Court yesterday for failing to keep the "yokes" of their boats out of the water whilst lying alongside a ship in the harbour.

One of the unemployed here, a man named Blake, was yesterday sentenced at the Magistrate by Mr. Wood to fourteen days' imprisonment for being drunk and disorderly at Connaught House and doing damage to the extent of \$3.

After a debate which extended over four sittings, the Swiss National Council has decided, by 82 votes to 53, contrary to the proposals of the Federal Council and the majority of the Committee, to adopt the demand, due to the popular initiative of 163,000 citizens, for the complete prohibition by a Constitutional Act of the sale and manufacture of absinthe upon Swiss territory.

A torpedo-boat destroyer built to the order of the Siamese government was launched from the Kawasaki Dockyard, Kobe, on the 27th ult. The destroyer has a displacement of 375 tons and a speed of 27 knots. Her armament consists of one 12pr. q.f. gun, five 6-pr. q.f. guns and two maxims. The destroyer has been named "Suar Ta-Yea Chou." The Kawasaki Dock Company is about to deliver two gunboats built for the Chinese government. These gunboats are now ready for their maiden voyage to Home waters.

Yesterday morning a Chinaman went into Messrs. Gaupp's shop and purchased a gold watch for \$45, tendering in payment what looked like a fifty dollar bill. He was handed \$5 in change and when he went out it was discovered that the bill was only for ten dollars, and that the figures round the sides had been cleverly altered, the one in front of the cypher being changed to five, while the words ten dollars remained distinct in the body of the bill. The police were acquainted with the matter and they are endeavouring to trace the man.

An Indian policeman on duty at Taipo in the New Territory was yesterday fined \$25 or five weeks' imprisonment for assaulting a native and committed to prison for six weeks without the option of fine for recklessly discharging his revolver. Apparently he was celebrating his return from Hongkong by drinking from a bottle of gin which he had purchased until he became intoxicated. Then he stumbled into a matched and became annoyed at the cook, he sat upon him and beat him, ending his performance by firing two shots from his revolver in the air.

Baron Pottimore (Sir Augustus Frederick George Warwick Bampfylde, P.C.), whose death was reported by our London correspondent yesterday, belonged to a family of high antiquity in the county of Devon. The family possessed the lordship of the manor of Pottimore in the reign of Edward I, and from 1628 down to 1753 the county of Devon was often represented in Parliament by members of the family. The late Baron, however, had no political ambitions but had been a member of the Privy Council since 1872 and for two years (1872-4) filled the post of Treasurer of the Household. The late Baron always took great interest in the affairs of the county with which his family has so long been connected. He was a Deputy-Lieutenant of the county and a county alderman. The late Baron, who was seventy-one years of age, leaves three sons.

The celebrations at the Italian Convent of the founding of the Cossian Institution of Sisters of Charity by the Venerable Magdalene of Canossa were continued yesterday. Low mass and general communion at 6 a.m. in the Convent Church by the Right Reverend Bishop Pozzani commanded the day's proceedings, and at 7 o'clock thanksgiving mass was said by the Rev. Father A. Leong, followed by high mass at eight o'clock by the Very Rev. Father P. de Maria with the Pontifical assistance of his Lordship Bishop Pozzani. At four p.m. there was an exposition of the sacrament, with the "Te Deum" and Benediction at five o'clock. From 8 to 10 the Convent Building was beautifully illuminated, and to-day the children have a holiday. On the 12th inst. there will be high mass by the Rev. Father G. M. Spada for the repose of the souls of all the sisters who died since the foundation of the Institute.

A general meeting of members of the Y.M.C.A. Literary and Debating Society was held on Monday night to receive the annual report of the Committee and for the purpose of electing new officers for the ensuing year. The Secretary's report was received with great applause, as it illustrated the rapid progress and success of the Society since its inception. The membership had been greatly augmented and increased interest taken by the general public who showed their appreciation by their hearty support of the recent concert and their attendance at the socials. The Hon. Treasurer, in presenting his balance sheet, said he was pleased to announce that there was a small credit balance of \$15 which was considered very satisfactory in view of the several socials and ladies' evenings held during the year. After favourable comment on the report, new officers were elected as follows:—President, Mr. S. Kingsbury; Vice Presidents, Capt. Browne and Mr. McPherson; Hon. Secretary, Mr. A. W. Smith; Hon. Treasurer, Mr. Fowler; and Committee—Messrs. Lowry and Fuller.

Sir Robert Hart spent a quiet day on board the "Yorke" yesterday. His Excellency the Governor called on him during the afternoon and the Inspector General received other calls in the course of the day.

Mr. Deacon Fuller gave an organ recital in St. John's Cathedral yesterday. This, the last of the season, was well attended, and the programme was much enjoyed. The soloist was Mr. Frank Austin, who rendered "Thou're passing hence" and "It is enough" (Elijah). The best organ solos were perhaps the "Prelude" by Rachmaninoff and Greg's "To the Spring" and the Finale (Pathetic Symphony) by Tchaikowsky.

SANITARY BOARD.

A special meeting of the Sanitary Board was held yesterday to consider a report by the Colonial Veterinary Surgeon that rinderpest had broken out on the Dairy Farm premises at Kai Lung Wan. The Veterinary Surgeon stated six cows were affected and these had been put in the hospital shed and the contacts inoculated. On the motion of the President, seconded by Mr. Shelton Hooper, the place was declared an infected area.

TIENTSEN.

(FROM OUR CORRESPONDENT.)

Tientain, 24th April.
Quite unprecedented in point of numbers and representative character were the scenes both at the Railway station in Peking and at the City and Settlement Railway Stations in Tientain on the occasion of the departure of Sir Robert Hart on the 22nd inst.

It was noted with satisfaction that the Inspector-General was looking robust, vigorous, and young. His appearance was much more healthy than it was several months ago when he was very weak indeed. He looked better than he has done any time these past two years. What he said, and what those in close touch with him said, rather tended to silence those who, pretending to be in the know, have been confidently asserting that Sir Robert will never return to China to take up his duties again.

In Tientain Settlement Station the biggest crowd on record gathered to say farewell to Sir Robert. Among the many incidents of the short stay the Inspector-General made on the platform was one comic episode. There has recently joined the I.M.C. staff in Tientain Mr. Mansfield, son of the British Consul-General in Canton. Mr. Mansfield, who has a very distinct individuality in general respects, came to Tientain with the reputation of being one of the best amateur photographers in the Customs Service. He was at the Station on Wednesday with a big camera which he repeatedly set in front of the Inspector-General. Sir Robert, however, has a hatred of publicity and of being lionised, and obviously kept moving and turning so as to defeat the attempts of the photographic amateur. Mr. Mansfield persisted so much to the evident discomfort of Sir Robert, that several individuals in the crowd exclaimed to the young official that it was not permissible to take a photograph of the departing chief. They evidently took Mr. Mansfield for a professional—there was a professional photographer, Mr. Frenchman, pursuing similar tactics. Mr. Mansfield, however, was not to be daunted. He took the ball by the horns, went to Sir Robert, explained who he was, and asked whether he might be permitted to take a photograph. Sir Robert met willingly and graciously assented, and posed at the platform of his private car while Mr. Mansfield took him.

Thereupon the unexpected happened, and it rather non-plussed Mr. Mansfield, triumphant as he was owing to his success with the Inspector-General. It is scarcely an exaggeration to say that hundreds of people on the platform immediately crowded round Mr. Mansfield and asked him to let them have prints of his photograph. To his friends and acquaintances he had to promise that he would, and to many strangers too. So the portrait is likely to be more expensive to Mr. Mansfield than he expected.

Lady Jordan, the popular wife of the British Minister in Peking, who was well and active, and going about (paying a visit to Tientain) while her husband was away in Hongkong and the South, had to every one's regret been attacked with typhoid fever. She is progressing favourably, though of course the malady has to take its normal course.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Suevia* left Shanghai on the 5th inst. a.m., and may be expected here on the 8th a.m.

The N.Y.K. str. *Bombay Maru* (European Line) left Moji for this port on the 4th inst., and is expected here on the 9th inst.

The N.Y.K. str. *Wakamatsu Maru* (Bombay Line) left Moji for this port on the 5th inst., and is expected here on the 10th inst.

The N.Y.K. str. *Kamakura Maru* (European Line) left Kobe for this port via Moji and Nagasaki on the 5th inst., and is expected here on the 11th inst.

The H.A.L. str. *Scandia* left Singapore on the 5th inst. at 7 a.m., and may be expected here on Monday morning, 11th inst.

The N.Y.K. str. *Tenyo Maru* (Australian Line) left Kobe for this port via Moji and Nagasaki on the 5th inst., and is expected here on the 12th inst.

The new T.K.K. str. *Tenyo Maru* will sail from Yokohama for this port direct on the 16th, and is due to arrive here on the 21st inst.

The I.G.M. str. *Princess Alice* which left here on Wednesday, the 8th ult. at noon, arrived at Geneva on Monday, the 4th inst. at 2 p.m.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Charmant and Special Skin Tonic and Pouder Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents Lowry and Fuller.

TELEGRAMS.

AMERICA AND THE "OPEN DOOR."

SHANGHAI SPRING MEETING.

SHANGHAI, May 5th.

The second day's racing took place in splendid weather. Sport was good, but the course became dusky at the close. The results are:—

The Chu-ka-za Cup, three quarters of a mile:—

Mr. Ballus Gemini 153 lbs. (Mr. Schorr) 1

Messrs. Cejaya and Bagan's Game Chick 152 lbs. (Mr. Moller) 2

Mr. John Peel's Kirkwood 152 lbs. (Mr. Johnston) 3

Time 1m. 23-5.

The Shanghai Derby, one mile and a half:—

Mr. Hoppe's Fatinma 158 lbs. (Mr. Jones) 1

Mr. Jedmor's Sokol 155 lbs. (Mr. Moller) 2

Mr. F. B. Marshall's Cedar Tree 155 lbs. (Mr. Vida) 3

Time 3m. 11-25.

The Mongolian Plate, one mile and a quarter:—

Messrs. Nephew and Robson's Giesler 152 lbs. (Mr. Burkil) 1

Mr. Fourstar's Cloud 155 lbs. (Mr. Springfield) 2

Captain Uope's Fan 152 lbs. (Mr. Quie) 3

Time 2 m. 43-1/5.

The Race Club Cup, two miles:—

Mr. Morris' Headfield 155 lbs. (Mr. Bright) 1

Mr. F. B. Marshall's Myrtle Tree 150 lbs. (Mr. Vida) 2

Mr. Ballus Sagittarius 153 lbs. (Mr. Schorr) 3

Time 4m. 16-1/5. This beat the record.

The Grand Stakes, one mile and a quarter:—

Mr. Richmond's Diana Ken 153 lbs. (Mr. Laurence) 1

Mr. Ballus' Bucephalus 161 lbs. (Mr. Schorr) 2

Messrs. Middy and Nevill's Kingcros 158 lbs. (Mr. Moller) 3

Time 2m. 37-1/5.

The Siccewai Cup, one mile and a quarter:—

Mr. Barley's Morrik 155 lbs. (Mr. Vida) 1

Mr. Beverly's Brockton 150 lbs. (Mr. Reid) 2

Mr. Marin's Argus 155 lbs. (Mr. Meyerink) 3

Time 2m. 36-1/5.

The Peking Stakes, one mile and a half:—

Messrs. Nephew and Robson's Giesler 152 lbs. (Mr. Burkil) 1

Mr. Jedmor's Kirghis 155 lbs. (Mr. Moller) 2

Mr. Fourstar's Cloud 155 lbs. (Mr. Springfield) 3

Time 2m. 06-3/5.

The Shanghai Stakes, one mile and a half:—

Mr. John Peel's Maotcha King 161 lbs. (Mr. Johnstone) 1

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Order for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C., 564 M.
Liberia's
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

YOUNG MAN, about 15 Years of Age, for Office. Please apply in own handwriting to—
“EXPORT”
Care of “Daily Press” Office,
Hongkong, 6th May, 1908. 808



HAPPY VALLEY.

IT IS HEREBY NOTIFIED that, as Works for the Improvement of the Drainage of the Valley are about to begin, the areas designated C, D, E, F, which have been allotted for various sports, will be CLOSED on and after the 13th instant and until further notice.

W. CHATHAM,
Director of Public Works.
Hongkong, 6th May, 1908. 809

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHE LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.

THE I.G.M. Steamship

“BUELOW.”

Captain H. Formes, will leave for the above places TO-DAY, the 6th inst., at 3.30 P.M. For further particulars, apply to

NORDDEUTSCHE LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 6th May, 1908. 5

“BEN” LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. “BENARTY,”
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Carriage hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 5th May, 1908. 807

THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE IS HEREBY GIVEN that THE PRESTON PARTON MILLING COMPANY of Wilkesburg, Washington, U.S.A. have on the 24th day of October, 1907 applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:

(1) A wreath consisting of Poppies, Poppy Heads and Leaves and having the word “POPPY” printed across the centre of the wreath.

(2) Two circular lines one within the other. Entirely within the outer circle but crossing two sides of the inner circle is the representation of a White Diamond and the words “WHITE DIAMOND” are written, and a bow appears between the two circles.

in the name of THE PRESTON PARTON MILLING COMPANY, who claim to be the Proprietors thereof.

The Trade Marks have been used by the applicants in respect of the following Goods:

FLOUR IN CLS. 42.

Facsimiles of such TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 27th day of February, 1908.

DEACON, LOOKER & DEACON,

450 Solicitors for Applicants.

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to— B. R.

Care of “Daily Press” Office.

Hongkong, 13th November, 1906. 644

CHILDREN OF FAR CATHAY
A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST.

By CHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs Service, Author of “The Mystic Flower Land,” etc.)

THE VOLUME which consists of 481 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwee-ki, dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes “CHILDREN OF FAR CATHAY” an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE \$3.50

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BEWBER & CO., or from the Printers and Publishers, the “Hongkong DAILY PRESS” Office.

NOTICES OF FIRMS

NOTICE.

I have Authorised Mr. HERBERT SUTTON to Sign my Firm by Procurator from This Date.

T. E. GRIFFITH.

Canton, 2nd May, 1908. 797

HONGKONG CLUB.

NOTICE.

DURING the Absence of MR. C. H. GRACE on leave, Mr. JAMES CRAIK has been appointed Acting SECRETARY.

H. P. WHITE,

Chairman.

Hongkong, 1st April, 1908. 778

INTIMATIONS

WANTED TO BUY.

BOUNDED Volumes of “HONGKONG WEEKLY PRESS,” JANUARY to JUNE, 1901, JULY to DECEMBER, 1903, JANUARY to JUNE and JULY to DECEMBER, 1904. Offers to— “MANAGER,” “Daily Press” Office, Hongkong, 5th May, 1908. 806

HONGKONG CLUB.

NOTICE.

A MEETING of the Members of the Club will be held in the Club House on THURSDAY, the 14th May, 1908, at 5.15 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,

JAMES CRAIK,

Acting Secretary.

Hongkong, 30th April, 1908. 780

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By Order,

JAMES CRAIK,

Acting Secretary.

Hongkong, 30th April, 1908. 781

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

A INTERIM DIVIDEND of One Shilling and Six Pence per Share free of tax for account of the year ending 29th February, 1908, has been declared by the Directors of the above Company. Coupon No. 10 is Payable on 1st MAY at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOME & CO., Agents.

Hongkong, 1st May, 1908. 787

LADIES, PLEASE NOTE!

REMOVAL SALE.

EVERYTHING must be cleared, even at RUINOUS PRICES, prior to our REMOVING to New Premises. FOR CASH ONLY.

Now is the time for you to secure GENUINE BARGAINS.

Please call and see for yourself.

HOOSAIN-ALI & CO.,

25, Queen’s Road Central.

Under Hongkong Hotel.

Hongkong, 1st May, 1908. 651

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS
POSTCARD PAINTING BOOKS.STAMP, BIRTHDAY and POSTCARD ALBUMS;
Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS

in Bags, Packets, Sets, &c. &c.

AND

All other Philatelic Goods

CALL AT—

GRACA & CO.,

Hongkong Hotel Corridor.

Hongkong, 1st January, 1908. 645

SINGON & CO.

IRON, STEEL, METAL and HARD-

WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Stores and Shipchandlers. 35 & 37, KING-

LOON STREET, (2nd Street, west of Central Market) Telephone No. 511.

660

FRENCH LESSONS.

The Trade Marks have been used by the applicants in respect of the following Goods:

FLOUR IN CLS. 42.

Facsimiles of such TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 27th day of February, 1908.

DEACON, LOOKER & DEACON,

450 Solicitors for Applicants.

NOTICES OF FIRMS

TO LET

TO LET.

OFFICES in HOTEL MANSION.

Apply to— HENRY HUMPHREYS,

Alexandra Buildings,

Hongkong, 1st May, 1908. 785

HONGKONG CLUB.

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H. P. WHITE,

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Hongkong, 1st April, 1908. 778

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Acting Secretary.

Hongkong, 30th April, 1908. 780

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By Order,

JAMES CRAIK,

Acting Secretary.

Hongkong, 30th April, 1908. 781

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer.

"DELTA"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex.s.s. Victoria.
From Persian Gulf ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 6th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 29th April, 1908.

AMERICAN & MANCHURIAN LINE

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL

THE Steamship

"KALOMO,"
Captain Linklater, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon, and stored at Consignees' risk and expense.

Owing to the steamer having encountered heavy weather, Consignees are notified that a General Average Bond must be signed before Bills of Lading can be countersigned.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 6th May, at 3 P.M.

All claims must be presented within fifteen days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May, will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, 1st May, 1908.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo implying the discharge or remaining on board after 4 P.M., the 6th May, will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 4th May, 1908.

16

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAKASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.
Length on Blocks... 714 "

Width of Entrance on Top... 95 "

Width of Entrance on Bottom... 80 "

Water on Blocks at Spring Tide 34 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide 61 "

DOCK No. 2.

Extreme Length... 371 feet.

Length on Blocks... 344 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with

LATEST PLANTS and APPLIANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERS, and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

The COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.)

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice.

KEATING'S POWDER

KNIFLS BUGS FLEAS

MOTHS BEETLES

TINS & BOTTLES ONLY.

TO Ladies
all the most
beautiful
women use
CREME SIMON

Mademoiselle PATTESSON:
"I have found it very
a good indeed."

SAVON Poudre Simon
a la Crème Simon
Savon - Bélorose.
PARIS
J. SIMON,
Chemist, Hairdressers, Perfumers and Stores.

848

NEW VAGABONDS CLUB.

His Excellency the Chinese Minister was the guest of the evening at a dinner given at the Criterion Restaurant by the members of the New Vagabonds Club. Mr. Justice Darling was in the chair, and the company included Lady Darling, Mr. Ivan Chen (First Secretary, Chinese Legation), the Countess Starkey, Lady Rainier, Mr. W. J. Lock, the Hon. H. F. Manner Sutton, Mr. Liardot, Lady Findley, Colonel Sir John and Lady Young, Mr. and Mrs. Phillips Oppenheim.

In proposing the toast of the principal guest, Mr. Justice Darling said his Excellency told him that in most respects China greatly resembled England. He gathered that the only difference was that there were no dogs in China, but that like England, there were far too many English—(laughter)—and a considerable number of missionaries. (Renewed laughter.) As the use of opium was about to be prohibited, it was probable that the English in China would vastly increase. (Laughter.) They knew China chiefly for its learning. It was learned before England rose from out the same mud—if ever she did. (Laughter.) It was possible to get to China in somewhere about three weeks. Many people spent three weeks in much less desirable places, and it was part of his (the chairman's) business to see that they did so. (Laughter.)

The Chinese Minister, in returning thanks, said he had told that the aims of their club were to introduce rising authors to the world. At one time, he had been informed, the calling of author was not held in much repute in England, and in the old day, authors were too fond of the cup. (Laughter.) All that had changed. Authors were now prominent in the social world and in the world of letters. In China they had a great respect for authors, no matter what they were. Authors were a force by which the thoughts of the people were moulded and the history of a nation was made glorious. At last year's dinner Lord Curzon was the guest of the evening, and preached to the club the doctrine of Imperial vagabondage—that was a vagabondage that drew all parts of the Empire together and made it one great coherent whole. (Cheers.) He (the speaker) suggested that they should extend that vagabondage still further, and try to draw all the nations of the world together, and to make them one family. When that time came there would be nothing in the world but universal peace, and with peace literature and the arts could be fully developed. (Cheers.)

RAILWAYS IN THE FAR EAST.

The Japanese correspondent of a London paper says:—

The Russo-Chinese dispute concerning the Chinese Eastern Railway has brought into prominence the subject of railways in the region of Farthest Asia, in an unusual degree, for there is political and strategical importance to be attached to practically every one of them. For the moment the conditions that prevail with respect to the section of line railway between Kwang-chung-tau and the Siberian frontier are such as to attract the maximum of attention, but there are other influences at work in abundance to warrant a full share of consideration being devoted to this topic. It is, of course, due in the main to the fact that by the Portsmouth Treaty Russia has no right to use this Chinese Eastern Railway for the transport of troops or war material to Vladivostok, that the project has been brought before the Duma of extending from Nerschinsk to Khabarovka, some 1,530 miles, at an estimated cost of £22,000,000. At Khabarovka it will meet the existing line along the Ussuri to Vladivostok. It may be noted parenthetically that the extension, if begun immediately, will take until 1912 to complete. To all intents and purposes, moreover, this very expensive prolongation of the Siberian line to Khabarovka would be in the nature of a strategic line, pure and simple, for it would traverse an unproductive and almost uninhabited stretch of country throughout. It would be constructed, of course, on the north side of the Amur River, on Russian territory, and the object would be to prevent Russia's communications with the coast of the Maritime Province being interrupted in the event of another Far Eastern war breaking out. There is little doubt, however, that the scheme will eventually be carried out, and when completed on this plan the lines of railway will in reality be taking the route which it was originally proposed that they should take, before the modification of the scheme took effect, by which a short cut was made across Manchuria direct to Vladivostok.

The section of the Eastern Chinese Railway in Northern Manchuria was constructed under purely Russian management, and which China would like to have under her own control is 1,977 miles in length; while the section to the south of it, namely, from Kwang-chung-tau to Port Arthur, measures 441 miles in length, and is now termed the South Manchurian Railway. A junction with this line will be made at Mukden by the railway—as soon as it has been converted from a military line of narrow gauge to one of standard gauge—which connects with Antung, a city on the Yalu at the Korean boundary, and that railway will ultimately join the Trans-Korean railway service to Pusan, on the Japan Sea. Thus travellers will find their way direct to Japan, after crossing the famous Strait of Tsushima by ferryboat, where the passage will be one of a few hours' duration only. From Mukden to Antung the distance is 184 miles, and the works undertaken to place the section in good working order are making rapid progress. There are branches to the Fusun Collieries (40 miles) and from Tashihua to Yingkau (Newchwang) (15 miles). Altogether there are 705 miles of line in the South Manchurian Rail-way and branches which have been or are being constructed under purely Japanese management.

The "Outside the Great Wall" Railway from Shantung-wan to Shimingshing and Mukden and to Yingkau (Newchwang) is under the control and management of the Chinese—but the capital—11,500,000 taels—was obtained from this country on loan and the chief engineers and accountants are Englishmen. South of the Great Wall at Shantung-wan there are 173 miles of railway joining it with Tsin-tien, constructed under similar arrangements to those which apply to the "Outside the Wall" Railway, and the same may be said of the short line joining Peking with Tsin-tien, and of that connecting Peking with Tientsin, a distance of 87 miles.

The trunk line from Peking to Hankow, on the Yangtze-kiang, is 754 miles long, and was constructed partly by a Belgian syndicate's money (27,000,000 taels) and partly by Chinese Government money (13,000,000 taels). B. hardi, the Belgian syndicate, stands the Russian Chinese Bank, and the entire line is really held by the bondholders under a contract to fail effect that should the syndicate and bank fail to fulfil the contract the bondholders shall be at liberty after a certain date in 1909, to find means of retaining for themselves the sole control of the railway. There is a short branch of this line, 29 miles long, which belongs entirely to the Chinese.

The railway in the Province of Shantung from Tsin-tien to Tsin-tau, 343 miles long, was constructed for the sum of 54,000,000 marks lent by Germany, and 100,000 taels paid by China. It is entirely under German control.

British capital is represented in China by the lines from Shanghai to Woosung, 14 miles, and from Shanghai to Shuchow and Chaochow, 100 miles, both of which are under the control of the British and Chinese Corporation, and an extension of the Changchow line to Nanking, another hundred and thirty miles, has just been completed.

There is a railway 25 miles in length from Swatow to Chaochow, which has been built with Chinese capital, but the management is vested in a Japanese firm. In the extreme south of China there is a railway connecting French territory in Tonquin with the city of Lungshau, in Kwang Province, 50 miles long, which has been built, and is being worked, under the joint management of the French and the Chinese.

Finally there is a colliery railway from Pinghsien to Hsiang-tung, 35 miles long, which is under purely Chinese management.

COCKSURE "SCIENTISTS."

Dr. Percival Lowell, the American scientist has discovered how life will finally perish as far as our planet is concerned.

Long study of the planet Mars through the giant telescopes of the Lowell Observatory at Flagstaff, Arizona, has impressed in Dr. Lowell's mind a vivid picture of the last great struggle to live which will one day take place on the earth. All nature will be swallowed up by the ever-spreading desert, he says in the April "Century Magazine." There will be no seas. The water drawn up into clouds, will, for a time spread a cooling shadow as it floats around. Then it will disappear.

Man, unsheltered from the fierce rays of the sun, scorched by the burning sand, will become

his struggle to extract a bare subsistence from the parched earth, a big living brain and nothing more.

"Turning to Mars," says Dr. Lowell, "we find what is but in its infancy in the earth there in full control.

"Five-eighths of it is now an arid waste, unredeemed from sterility by surface moisture or covering. Bare itself, it is pitifully held up to a brazen sun, unprotected by any shield or cloud."

"In this condition the earth must come.

With steady and毫不懈怠 stride, Watson, as we have seen, are even now possessing themselves of its surface. The end is doubtless yet far off, but it is as fatiguingly sure as that tomorrow's sun will rise.

"Mars surface is now all land. Its forms of life must have reached that point of pinching poverty where brain is needed to survive at all.

"Thirst" he concludes, "the thirst of the heart, comes to us as we realize the situation, parching our throat as we think of a thirst impossible of quenching except in the far-off and by nature untenable polar snows."

That disposes of Dr. Lowell as a pukka scientist. There is very little fatiguingly sure in science, and certainly nothing that is based on the hypotheses relating to the supposed

planets of Mars.

"There is not the slightest fear of water-extinction, for say, 50,000,000 years," says the Rev. Dr. Dallinger, F.R.S.

"I have the greatest admiration for Professor Lowell," he said. "He is one of the most accurate of observers and his photographs of Mars are invaluable. But while I may agree with his facts I do not necessarily agree with his conclusions."

"Mars and the moon are greatly dissimilar, and it would be quite as justifiable to assert that the earth will one day be as the moon as to liken its ultimate condition to that of Mars.

"All water has left the surface of the moon, and has sunk into the crevices, which, even if that happened here, it might be possible to get at the water by mining—just as we now obtain coal.

"Professor Lowell's theory of Marsia, briefly, that there are two snow caps, that at one season the snow is melted at one cap and travels through a canal, and that at another time is repeated at the other snow cap, when the water flows down in an opposite direction,

"If this be so, it may be that Mars is inhabitable—if there are such—have developed very capable engineering brains.

"But one cannot draw an analogy between the earth and Mars. It is true that the earth is cooling, but into what condition it will ultimately fall we cannot say."

Apollinaris

"THE QUEEN OF TABLE WATERS."

IT HAS BEEN AWARDED

The Royal Prussian State Medal, 1902

AND THE

Gold Exhibition Medal, Düsseldorf, 1902

GRAND PRIX, St. Louis, 1904.

Annual Sale 30,000,000 Bottles

242

DAVID CORSAIR & SON'S

MECHANT NAVY

LONG FLAX

RELIANCE CROWN</p

SHIPPING.**ARRIVALS.**

AMIGO, German str., 822, Fransend, 5th May
Hainphong May 2nd, and Huchow 4th,
General—Heben & Co.
ASIA, British str., 2,936, Harry Gankroger, 5th
May—San Francisco via Japan, Paris and General
Shanghai 2nd May, Mail and General
O. & O. S. S. Co.

BENALY, British str., 2,305, Sarchet, 5th May
Singapore 29th April, General—Gibb
Livingston & Co.

BUENOL, German str., 5,294, H. Formes, 5th
May—Hamburg 26th March, & Singapore
1st May, Mail and General—Molchers & Co.

CANDIA, British str., 3,500, O. Jones, R.N.R., 5th
May—London and Singapore 3rd April,
General—P. & O. S. N. Co.

CHOWTAW, German str., 1,115, W. Molleremann,
5th May—Bangkok 24th April via Swatow
4th May, Rice—Butterfield & Swine.

KALGAN, British str., 5th May—Canton.

NONE, British str., 4,194, Philips, 5th May—
Yokohama and Shanghai 2nd May, General
P. & O. S. N. Co.

SILENT, German str., 3,138, J. Bohle, 2nd May
Shanghai 2nd May, General—Hamburg
Amorika Line.

SOKU MARU, Japanese str., 1,119, T. Suruga,
5th May—Shanghai via Foochow, Amoy
and Swatow 4th May, General—Osaka
Shosen Kaisha.

SPUR, Norwegian str., 370, Horn, 4th May—
Chefoo 23rd April, Beams-Wallace & Co.

YORCK, German str., 5,133, J. Randermann,
4th May—Yokohama 25th April, & Shang-
hai 2nd May, General—Molchers & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

5th May.

BENALY, British str., for Nagasaki.
Jacob Diedrichsen, German str., for Pakhoi.
Nore, British str., for Singapore.
Seela, German str., for Newchwang.
Tegz, British str., for Manila.
Yorck, German str., for Europe, &c.

DEPARTURES.

5th May.

EASTERN, British str., for Moji.
HAITAN, British str., for Coast Ports.
HEIM, Norwegian str., for Bangkok.
HIKOBAN M'RU, Japanese str., for Seigun.
INDIEN, Danish str., for Seigon.
MATHILDE, German str., for Holhow.
NOYORI-MARU, Japanese str., for Shanghai.
BAONAI, Norwegian str., for Rajang.
S. VAN LANAKAT, Dutch str., for Palembang.
TUNGHUNG, British str., for Swatow.
YINGCHOW, British str., for Amoy.

SHIPPING REPORTS.

The German str. *Buxton* reports: Always
light winds, fine weather and smooth to moderate
seas.

VESSELS ON THE BERTH.

For SAN FRANCISCO via PORTS.

THE Steamship
"CLAN MACMILLAN"
will be despatched for the above Ports on
TUESDAY the 12th May.
For freight apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong 6th May, 1908. 702

**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH & LONDON,
THROUGH BILLS OF LADING ISSUED TO
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"OCEANA"
Captain W. Hayward, R.N.R. carrying His
Majesty's Mail, will be despatched from
this port for Bombay &c. on SATUR-
DAY, the 10th May at NOON, taking
passengers and cargo for the above port
in connection with the Company's s.s.
"INLA," 8,000 tons, from Colombo, pas-
senger's accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables all cargo for France and
Tea for London under arrangement will be
transhipped at Colombo into the mail steamer
proceeding to Marseilles and London, other
cargo for London, &c. will be conveyed
from Bombay by the R.M.S. "PERSIA," due
in London on 28th June, 1908.

Parcels will be received at this Office until
4 p.m. the day before sailing. The content
and value of all packages are required.

For further particulars apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong 2nd May, 1908. 1

**EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN, and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.

THE Steamship
"EASTERN"
Captain McArthur, will be despatched as
above on THURSDAY, 25th inst., at NOON.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c. throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th May, 1908. 803

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

For SALINA CRUZ, MEXICO.

THE Steamship
"MARIE,"

Captain G. E. Christiansen, will be despatched
for the above Ports via MOJI, JAPAN, on
THURSDAY, the 11th June, at 5 p.m.

For Freight or Passage, apply to
CHINA COMMERCIAL S.S. CO., LTD.,
Hotel Mansions.

Hongkong, 5th May, 1908. 804

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "a," nearest Hongkong "b" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master.

2 From Harbour Master to Blake Pier.

3 From Blake Pier to Naval Yard.

4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & TONNAGE	BERTH	CAPTAIN	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE &c.	NORM	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 6th inst.
LONDON & ANTWERP VIA MANILA, &c.	BOMBAY MARU	Brit. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 11th inst.
LONDON, HAMBURG & ANTWERP	DENBIGHSHIRE	Brit. str.	—	W. Hayward, R.N.R.	SHEWAN, TOMES & CO.	About 15th inst.
LONDON &c. VIA USUAL PORTS OF CALL	OCHEANA	Brit. str.	—	Mayer	P. & O. S. N. Co.	On 16th inst. at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	LYDIA	Ger. str.	k.w.	Bahler	HAMBURG-AMERIKA LINIE	About 10th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	Girschenbrun	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISAGNA	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERIKA LINIE	On 15th June.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	Salmer	HAMBURG-AMERIKA LINIE	About 5th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SUZIA	Fr. str.	—	Verron	MESSAGERIES MARITIMES	On 12th inst. at 1 P.M.
AUSTRIALIEN	AUSTRIALIEN	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 13th inst. at D'light
KAMAKURA MARU	HITACHI MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 27th inst. at D'light
CANTON	—	Swed. str.	—	MELCHERS & CO.		Beginning of June.
YOREK	—	Ger. str.	—	MELCHERS & CO.		To-day at Noon.
CHINA	—	Aus. str.	—	SANDER, WIELER & CO.		About 25th inst.
YORONEJ	—	Rus. str.	—	SHEWAN, TOMES & CO.		About 31st inst.
LOWTHER CASTLE	—	Am. str.	—	DODWELL & CO., LTD.		On 14th inst.
SAKAMON	—	Brit. str.	—	DODWELL & CO., LTD.		To-morrow, at 4 P.M.
EMPEROR OF JAPAN	—	Brit. str.	1 m.	DODWELL & CO., LTD.		On 20th inst. at Noon.
GLENFARG	—	Brit. str.	2 m.	DODWELL & CO., LTD.		On 12th inst. at 5 P.M.
TANGO MARU	—	Jap. str.	—	E. Swain	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
KUMERIC	—	Am. str.	—	NIPPON YUSEN KAISHA		On 12th inst.
AKI MARU	—	Jap. str.	1 m.	M. Yagi		On 11th June, at 5 P.M.
CLAN MACMILLAN	—	Brit. str.	—	G. C. Christensen	CHINA COMMERCIAL S.S. CO.	On 11th inst. at 4 P.M.
MARIE	—	Jap. str.	—	W. B. Brown	BUTTERFIELD & SWINE	On 15th inst. at Noon.
CHINGTUO	—	Jap. str.	—	N. Matheson	SHEWAN, TOMES & CO.	On 21st inst. at 5 P.M.
KUMANO MARU	—	Jap. str.	—	D. Lenz	MELCHERS & CO.	On 29th inst. at 4 P.M.
PRINZ SIGISMUND	—	Brit. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 12th June, at Noon.
EASTEN	—	Brit. str.	—	JARDINE, MATHERSON & CO., LTD.		On 12th June, at Noon.
YAWATA MARU	—	Jap. str.	—	J. Koops	DOWDOW	At about 7th inst.
AMARA	—	Brit. str.	—	J. Millet		On 23rd inst. at 4 P.M.
CANDIA	—	Brit. str.	1 m.	JARDINE, MATHERSON & CO., LTD.		On 8th inst. at D'light
TSINAN	—	Brit. str.	—	T. Murai	HAMBURG-AMERIKA LINIE	On 13th inst. at Noon.
HATAKA MARU	—	Jap. str.	—	H. Homma	NIPPON YUSEN KAISHA	At about 24th June.
YAWATA MARU	—	Jap. str.	—	H. Koops	JAVA-CHINA-JAPAN LINIE	Quick despatch.
URAKA	—	Dut. str.	—	J. Millet	BUTTERFIELD & SWINE	On 14th inst. at 4 P.M.
TSIKITANG	—	Brit. str.	—	J. Davies	JAVA-CHINA-JAPAN LINIE	On 4th June.
AMERIKAL MAGON	—	Fren. str.	—	T. Suruga	BUTTERFIELD & SWINE	On 11th inst. at Noon.
CHINKIANG	—	Brit. str.	—	w. de Brouwer	OSAKA SHOSHO KAISHA	To-morrow, at Noon.
CHITSIH	—	Brit. str.	—	W. O. Jones	JAVA-CHINA-JAPAN LINIE	On 12th June, at 8 A.M.
SHANGHAI	—	Brit. str.	—	I. Sakurai	BUTTERFIELD & SWINE	On 8th inst. at 4 P.M.
CHOYBANG	—	Brit. str.	—	Passmore	OSAKA SHOSHO KAISHA	On 10th inst. at 10 A.M.
BUELOW	—	Brit. str.	—	A. Sommerville	BUTTERFIELD & SWINE	On 10th inst. at 10 A.M.
HANGHANG	—	Brit. str.	—	R. Almond	JARDINE, MATHERSON & CO., LTD.	On 10th inst. at 10 A.M.
CEYLON	—	Brit. str.	—	T. Meyrick	BUTTERFIELD & SWINE	On 9th inst. at 4 P.M.
SCANDIA	—	Ger. str.	—	Rodger	JARDINE, MATHERSON & CO., LTD.	To-morrow, at 9 A.M.
ERNEST SIMONS	—	Fren. str.	—	Matias	BUTTERFIELD & SWINE	On 9th inst. at 4 P.M.
SHOSEN MARU	—	Jap. str.	—	R. Houghton	JARDINE, MATHERSON & CO., LTD.	On 15th inst. at 4 P.M.
ANDALUSA	—	Brit. str.	—	F. Sembil	MELCHERS & CO.	On 16th inst. at Noon.
YEROSHII MARU	—	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 12th inst. at 4 P.M.
SHANGHAI	—	Dut. str.	—	J. Robinson		

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSIBILIS	NORE Capt. G. Phillips	About 6th May	Freight and Passage.
MOJI, KOBE and YOKO-HAMA	CANDIA Capt. O. Jones, R.N.E.	About 7th May	Freight only.
SHANGHAI and HANKOW	CEYLON Capt. G.W. Babot	About 9th May	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.E.	About 14th May	Freight and Passage.
LONDON VIA USUAL PORTS OCEANA	Capt. W. Hayward, R.N.E.	Noon, 18th May	See Special Advertisement.
For further Particulars, apply to	F. J. ABBOTT, Acting Superintendent.		

Hongkong, 4th May, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	* TEAN	On 6th May, 8 A.M.
CEBU and ILIOLO	* KAIFONG	6th May, 4 P.M.
SOURABAYA and SAMARANG	* SHANTUNG	On 7th May, 3 P.M.
AMOK and SHANGHAI	* YUNNAN	8th May, 4 P.M.
NINGPO and SHANGHAI	* FOOCHOW	On 9th May, 4 P.M.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAunceston, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	* CHINGTU	On 11th May, 4 P.M.
HOIHOW and HAIPHONG	* SINGAN	On 12th May, 9 A.M.
TSINGTAU, CHEFOO and NEWCHENG	* KWEIYANG	14th May, 4 P.M.
YOKOHAMA and KOBE	* TSINAN	21st May, 4 P.M.
MANILA STEAMERS & TIEN-SIN STEAMERS	have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.	
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through all Australian, New Zealand and Tasmanian Ports.	
SHANGHAI STEAMERS	have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.	
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.	BUTTERFIELD & SWIRE, AGENTS.	11
For Freight or Passage, apply to—	Hongkong, 5th May, 1908.	

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS. AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S SS.	LEAVING
FOOCHOW via SWATOW { "SOSHU MARU"	THURSDAY, 7th May.	
and AMOK Capt. T. Suruga	at 9 A.M.	
TAMSUI via SWATOW { "DAIJIN MARU"	SUNDAY, 10th May.	
and AMOK Capt. I. Sakurai	at 10 A.M.	
SHANGHAI via SWATOW, { "SHOSHU MARU"	TUESDAY, 12th May.	
AMOK and FOOCHOW Capt. M. Nemoto	at 10 A.M.	
These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivalled Table and Dining Saloon.		
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.		
Hongkong, 5th May, 1908.	T. ARIMA, Manager.	13

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"YORK" Capt. J. RANDEMANN	Wednesday, 6th May, at Noon.
SHANGHAI, NAGASAKI, HIJOGO & YOKOHAMA	"BUELOW" Capt. H. FORMES	Wednesday, 6th May, 3.30 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMILL	Middle of May.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PEINZ SIGISMUND" Capt. D. LENZ	Thursday, 21st May, at 5 P.M.
For further Particulars, apply to		

NORDDEUTSCHER LLOYD,
MELCHERS & CO.
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th May, 1908.

INDO-CHINA S. NAV. CO., LTD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG" Capt. J. RANDEMANN	Wednesday, 6th May, at Noon.
MOJI	"AMARA" Thursday, 7th May, 4 P.M.	D'light
MANILA	"LOONGSANG" Friday, 8th May, 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"KUMSANG" Saturday, 9th May, 3 P.M.	
SANDAKAN	"MAUSANG" Saturday, 9th May, 4 P.M.	
SHANGHAI	"HANGSANG" Saturday, 9th May, 4 P.M.	
TIENSIN	"CHIPSHING" Monday, 11th May, Noon.	
MANILA, YOKOHAMA, KOBE & MOJI	"YUENSANG" Friday, 15th May, 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG" Wednesday, 27th May, Noon.	
For further Particulars, apply to		

RETURN TOURS TO JAPAN.

The steamers "KUITSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Port, Chefoo, Tientsin and Nanchang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Data, Simporna, Tawau, Uluan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 6th May, 1908.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IN THE "EMPEROR LINE." Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).

R.M.S.	TONS.	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	6,000	THURSDAY, 7th May	25th May
"GLENFARG"	5,700	WEDNESDAY, 20th May	18th June
"EMPEROR OF CHINA"	6,000	THURSDAY, 4th June	22nd June
"EMPEROR OF INDIA"	6,000	SATURDAY, 13th June	4th July
"LENNOX"	3,700	THURSDAY, 18th June	17th July
"EMPEROR OF JAPAN"	6,000	SATURDAY, 11th July	25th July
"MONTEAGLE"	6,163	SATURDAY,	4th Aug.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

* S.S. "EMPEROR" will depart from HONGKONG at 4 P.M.

* S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 NOON.

THE QUICKEST ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at the INLAND SEA OF JAPAN, KOBE, SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), VICTORIA, B.C. Connecting with VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALatial "EMPEROR" Steamship, Express, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA, and 24 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Line or New York \$27.10

Intermediate on Steamers 240, " 242

and 1st Class Railways 240, " 242

First Class rates include cost of Meals and Birth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China

and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pader Street and Praya opposite Blakie's

POST OFFICE NOTICE

The Ernest Simon's, with the French mail of the 10th ult., left Singapore on Monday, the 4th inst. at 4 p.m., and may be expected here on or about Monday the 11th instant. This packet bings replies to letters despatched from Hongkong on the 7th March.

The Mongolian, with the American mail is due to arrive at this port on the 12th instant.

FOR

PER

DATE

Swatow and Bangkok	Devaunonge	Wednesday, 6th, 9.00 A.M.
Nagasaki, Kobe and Yokohama	Bonarity	Wednesday, 6th, 9.00 A.M.
Singapore, Penang and Colombo	Nore	Wednesday, 6th, 9.00 A.M.
Mojo, Yokohama and Portland	Numania	Wednesday, 6th, 10.00 A.M.
Saigon	Fusseung	Wednesday, 6th,

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 to 11.30 A.M. Extra
Postage 10 cents)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)

Macao
Cebu and Iloilo
Straits and Colombo
Shanghai
Moj
Swatow, Amoy and Foochow
Swatow, Singapore and Bangkok
Chinkiang
Bangkok
Kobe and San Francisco
Macao
Surabaya and Samarang

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
VICTORIA AND VANCOUVER (B.C.)
(Supplementary mail-on-board up to the
time fixed for departure of the mail.
Extra Postage 10 cents)

Swatow, Amoy and Foochow
Macao
Manila
Amoy and Shanghai
Amoy
Manila

SHANGHAI, NAGOZAKI, KOBE, YOKOHAMA,
HONOLULU AND SAN FRANCISCO
(Supplementary mail-on-board up to the
time fixed for departure of the mail.
Extra Postage 10 cents)

Empress of Japan	Wednesday, 6th, 11.15 P.M.
Wednesday, 6th, 3.00 P.M.	Hongkong
Wednesday, 6th, 3.00 P.M.	International
Wednesday, 6th, 5.00 P.M.	Shanghai Dock
Wednesday, 6th, 5.00 P.M.	Shui & H. Wharf
Wednesday, 6th, 5.00 P.M.	Fenwick & Co., Geo.
Wednesday, 6th, 11.00 A.M.	Green Island Cement
Wednesday, 6th, 11.00 A.M.	Hongkong & Gas
Wednesday, 6th, 11.00 A.M.	Hongkong Electric
Wednesday, 6th, 11.00 A.M.	Hongkong Hotel Co.
Wednesday, 6th, 11.00 A.M.	Hongkong Ice Co.
Wednesday, 6th, 11.00 A.M.	H.K. Milling Co., Ltd.
Wednesday, 6th, 11.00 A.M.	In liquidation
Wednesday, 6th, 11.00 A.M.	Hongkong Kepo Co.
Wednesday, 6th, 11.00 A.M.	Insurance
Wednesday, 6th, 11.00 A.M.	Canton
Wednesday, 6th, 11.00 A.M.	China Fire
Wednesday, 6th, 11.00 A.M.	Hongkong Fire
Wednesday, 6th, 11.00 A.M.	North China Union
Wednesday, 6th, 11.00 A.M.	Yangtze
Wednesday, 6th, 11.00 A.M.	Land and Building
Wednesday, 6th, 11.00 A.M.	Hongkong Landings
Wednesday, 6th, 11.00 A.M.	Humphrey's Estate
Wednesday, 6th, 11.00 A.M.	Kowloon Land & B.
Wednesday, 6th, 11.00 A.M.	Shanghai Land
Wednesday, 6th, 11.00 A.M.	West Point Building
Wednesday, 6th, 11.00 A.M.	Mining
Wednesday, 6th, 11.00 A.M.	Charbonnages
Wednesday, 6th, 11.00 A.M.	Raubs
Wednesday, 6th, 11.00 A.M.	Peak Tramways
Wednesday, 6th, 11.00 A.M.	Philippine Co.
Wednesday, 6th, 11.00 A.M.	Refineries
Wednesday, 6th, 11.00 A.M.	China Sugar
Wednesday, 6th, 11.00 A.M.	Luzon Sugar
Wednesday, 6th, 11.00 A.M.	Steamship Companies
Wednesday, 6th, 11.00 A.M.	China and Manilla
Wednesday, 6th, 11.00 A.M.	Douglas & Manilla
Wednesday, 6th, 11.00 A.M.	H. Canton & M.
Wednesday, 6th, 11.00 A.M.	Indo-China S.N. Co.
Wednesday, 6th, 11.00 A.M.	Shell Transport Co.
Wednesday, 6th, 11.00 A.M.	Star Ferry
Wednesday, 6th, 11.00 A.M.	Do, New.
Wednesday, 6th, 11.00 A.M.	South China M. Post.
Wednesday, 6th, 11.00 A.M.	Steam Laundry Co.
Wednesday, 6th, 11.00 A.M.	Stores & Dispensaries
Wednesday, 6th, 11.00 A.M.	Campbell, M. & Co.
Wednesday, 6th, 11.00 A.M.	Powell & Co., Wm.
Wednesday, 6th, 11.00 A.M.	Watkins
Wednesday, 6th, 11.00 A.M.	Watson & Co., A. S.
Wednesday, 6th, 11.00 A.M.	Woiszmann, Ld.
Wednesday, 6th, 11.00 A.M.	United Asbestos
Wednesday, 6th, 11.00 A.M.	Do, Founders
Wednesday, 6th, 11.00 A.M.	Union Waterboat Co.

BY ROYAL WARRANT

"CANADIAN CLUB" WHISKY

TO BE HAD AT

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

38

FOR PROTECTION

of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Piles, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea-Water; as well as for Protection of all exposed Woodwork

USE ONLY

KENNON'S TEREO-PROOF

AND

WOOD-ARMOR PAINT

a peerless Wood Preservative and insoluble Paint, gives in Sea-Water ABSOLUTE PROTECTION against the "Terebo" and all other Marine-For-e-Worms; will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

For price and further information apply to

GEBRUEDER ROESE, (Roese Brothers) Swatow.

General Agents for the East.

VESSELS EXPECTED.

THE FRENCH MAIL:
The M.M.s. Ernest Simon's with the French Mail of the 12th ult., and Mail from London of the 11th ult., left Singapore on Monday, the 4th inst. at 4 p.m., and may be expected to arrive here on Monday morning, the 11th inst., and will leave for Shanghai and Japan on the same afternoon.

THE AMERICAN MAIL:

The P.M.s. Montgolf will be due to arrive at this port, from San Francisco via Honolulu, Japan ports and Shanghai on the 12th inst.

MERCHANT STEAMERS:

The N.Y.K. s. Hakata Maru (European Line) left Singapore for this port on the 30th ult., and is expected here to-day.

The N.G.L. s. Capri left Singapore for this port on the 30th ult., and may be expected here to-morrow.

The s. Indi-simha from New York left Singapore for this port on the morning of the 30th ult.

The P. & O. s. Ceylon left Singapore for this port on the 2nd inst. at 4 p.m.

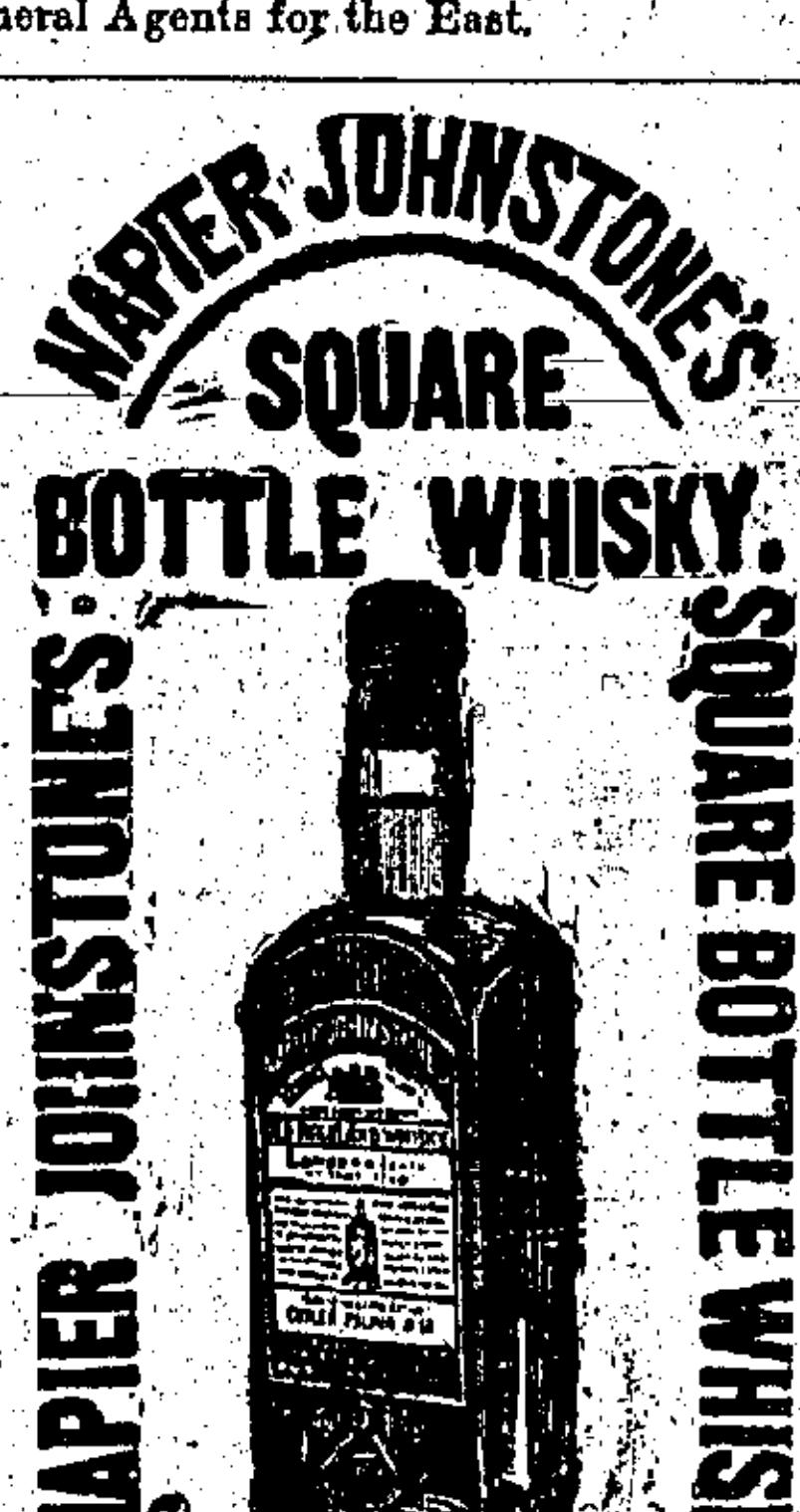
The J.C.J. Linja s. Tycoon left Macassar for this port on the 2nd inst., and may be expected here on or about the 10th inst.

The N.Y.K. s. Yawata Maru (Australian Line) left Tiniany Island for this port, via Manila on the 30th ult., and is expected here on the 11th inst.

VESSELS IN DOCK.

May 5th.

AMERICAN DOCKS.—Kowloon Docks—Soregon, Haiphong, Amara, Devanonge, Laike, Victoria, Yedo Maru, COSMOPOLITAN DOCKS.—



SHIPPE CUTLER, PALMER & CO., LONDON

AGENTS LANE, CRAWFORD & CO.

HONGKONG 46

JOINT STOCK SHARES.

Hongkong, May 6th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	Nominal.
Banks—		
Hongkong & Shai	\$125	1002½, buyers London 27/4.
National B. of China	\$6	\$61, buyers
Bell's Asbestos E.A.	124	\$71, sellers
Chinn-Borneo Co.	\$12	\$11, sellers
Printed Matter and Samples		
China Light & P. Co.	\$10	\$6, buyers
China Provident	\$10	\$8.90, buyers
Cotton Mills—		
Evo.	\$6	Tls. 68.
Hongkong	\$10	\$104, buyers
International	\$75	Tls. 55.
Laow Kung Mow	\$100	Tls. 75.
Soyee Kung Mow	\$60	Tls. 230.
Dairy Farm	\$6	\$19.
Docks and Wharves		
H. & W. Doek	\$50	\$62½, sellers
New Amyo Dock	\$63	\$61, buyers
Shanghai Dock	\$100	Tls. 78.
Shui & H. Wharf	\$100	Tls. 223.
Fenwick & Co., Geo.	\$25	\$13, sellers
Green Island Cement	\$10	\$101.
Hongkong & Gas	\$10	\$175.
Hongkong Electric	\$10	\$164 x.d.
Hongkong Hotel Co.	\$60	\$66, sellers
Hongkong Ice Co.	\$50	\$225, sellers
H.K. Milling Co., Ltd.	\$100	Nominal.
In liquidation		
Hongkong Kepo Co.	\$10	\$33.
Insurance		
Canton	\$50	\$240, sellers
China Trade	\$20	\$61, buyers
Hongkong Fire	\$25	\$61, buyers
North China Union	\$25	Tls. 78, buyers
Yangtze	\$60	\$70½, sellers
Land and Building		
Hongkong Landings	\$100	\$69, sales
Humphrey's Estate	\$10	\$10, buyers
Kowloon Land & B.	\$20	\$60
Shanghai Land	\$60	Tls. 74.
West Point Building		
Mining		
Charbonnages	\$260	\$600, buyers
Raubs	10/10	\$81, buyers
Peak Tramways	\$10	\$13, buyers
Philippine Co.	\$10	\$38, buyers
Refineries		
China Sugar	\$100	\$135.
Luzon Sugar	\$100	\$15.
Steamship Companies		
China and Manilla	\$25	\$16, sellers
Douglas & Manilla	\$25	\$40.
H. Canton & M.	\$15	\$244, sellers
Indo-China S.N. Co.	\$5	\$38.
Shell Transport Co.	\$21	45/3.
Star Ferry	\$10	\$32.
Do, New.	\$5	\$18.
South China M. Post.	\$25	\$23, buyers
Steam Laundry Co.	\$5	\$6, sellers
Stores & Dispensaries		
Campbell, M. & Co.	\$10	\$15, sellers
Powell & Co., Wm.	\$10	\$5.
Watkins	\$10	\$2.
Watson & Co., A. S.	\$100	\$10.
United Asbestos	\$4	\$18, buyers
Do, Founders	\$10	\$160, buyers
Union Waterboat Co.	\$10	\$12 sellers

EXCHANGE CLOSING QUOTATIONS

May 5th.

ON LONDON.—Telegraphic Transfer 1.94

Bank Bills, on demand 1.91

Bank Bills, at 30 days' sight 1.97

Credits, at 4 months' sight 1.93

Documentary Bills 4 months' sight 9/4

ON PARIS.—Bank Bills, on demand 2.23

Credicis, at 4 months' sight 2.23

ON GERMANY.—Bank Bills, on demand 1.82

ON NEW YORK.—Bank Bills, on demand 43

Credits, at 60 days' sight 44

ON BOMBAY.—Telegraphic Transfer 1.84

Bank Bills, on demand 1.84